

Minneapolis City Planning Department Report

BZZ 819
Conditional Use Permit
Variance to Reduce Front Yard Setback
Variance to Reduce Side Yard Setback
Site Plan Review

Date: October 21, 2002

Applicant: Tangletown Properties LLC

Address Of Property: 3100 West 50th Street

Date Application Deemed Complete: September 11, 2002

End of 60-Day Decision Period: November 8, 2002

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Ward: 13 **Neighborhood Organization:** Fulton Neighborhood Association

Existing Zoning: C1

Proposed Use: A mixed-use structure with below-grade parking.

Applications Required and Recommendation:

- A conditional use permit for five or more dwelling units. Recommendation to **approve** with conditions.
- A site plan review application for five or more dwelling units. Recommendation to **approve** with conditions.
- A variance to reduce the front yard setback (50th Street) from eight (8) feet to zero. Recommendation to **approve** the variance application.
- A variance to reduce the side yard setback (alley) from nine (9) feet to four (4) feet for a portion of the below-grade parking facility.

Background: The site is currently Gary's Automotive, an automobile repair business. The existing structure is setback from 50th Street and Xerxes Avenue and situated at the

rear of the site with a surface parking lot fronting along both public streets. The existing structure would be demolished if the proposed development proceeded at the site. Gary Greig, owner of Gary's Automotive, submitted a letter of support for the development proposed by TangleTown Properties (please see attached letter of support).

The proposal includes a mix of uses including sixteen (16) below-grade parking spaces, two retail uses at street level (retail includes one space with 1,354 square feet and one space with 4,403 square feet) and nine, two-level dwelling units that occupy the second and third stories. One proposed retail user includes Patina Inc. (please see attached letter of intent). The dwelling units include three (3), three (3) bedroom units and six (6) two (2) bedroom units.

Neighborhood Review: Based on discussions with the applicant, the neighborhood group will not take a formal action on this proposal. The group has reviewed the project, as presented by applicant, at two meetings (please see attached information from the applicant and the neighborhood association).

In addition, Planning staff has received comments from interested stakeholders (please see attached correspondence).

Conditional Use Permit for Use:

Findings as Required by the Minneapolis Zoning Code:

The Minneapolis City Planning Department has analyzed the application and from the findings above concludes that the establishment, maintenance, or operation of the proposed conditional use:

1. Will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

The proposed mixed-use development would be constructed on a site currently utilized for automobile repair. The proposed structure would be placed on the site in a typical urban, commercial form. The development would eliminate three of the four existing curb cuts (two of which allow access from 50th Street and two of which allow access from Xerxes Avenue). The site would maintain one point of access from Xerxes Avenue at the furthest point from the intersection.

In consultation with the Department of Public Works, the development is subject to an approved erosion control plan and shall control the rate of stormwater runoff. The transportation division of the department indicates that the one curb cut from Xerxes Avenue is acceptable. The parking facility shall incorporate a mirror and signal for vehicles exiting the parking facility to promote awareness of pedestrians. Signals that create noise shall be limited to hours of 7:00 a.m. to 10:00 p.m. In addition, Planning suggests the use of continuous sidewalk material across the curb cut.

The Fire Department indicates that there are no fire or emergency vehicle or personnel issues with the project. Based on consultation with the various city departments, the mixed-use development should not be detrimental to the public health, safety or general welfare.

2. **Will not be injurious to the use and enjoyment of other property in the vicinity and will not impede the normal or orderly development and improvement of surrounding property for uses permitted in the district, nor substantially diminish and impair property values.**

The subject site is adjacent to a mix of uses including single and multiple-family dwellings, retail shops such as clothing stores, gift stores, galleries, artist studios, antique shops and other neighborhood serving uses such as a dry cleaners and a Laundromat. In addition, a coffee shop and a tire shop are located at the intersection. Many of the retail and neighborhood serving uses are located in two-story, mixed-use buildings with residential uses on the second story. Stretching beyond the intersection, uses are mainly residential (including a seven-story apartment complex) with the exception of two schools.

The redevelopment of this vacant site should prove to be a positive addition to the mixed-use area. The CI zoning districts permits the proposed retail uses while the addition of five or more dwelling units requires the conditional use permit. The adjacent zoning districts of C2, C1, R6, R2B and R1A also allows for a wide variety of uses in the immediate area (please see attached zoning plate map).

This development should not impede the development of permitted uses in the adjacent areas, if the conditions of approval are met.

3. **Will have adequate utilities, access roads, drainage and/or other necessary facilities.**

Access to the site is via Xerxes Avenue where adequate distance from the intersection is maintained. Conditions of approval require that additional measures be taken to insure safety for pedestrians and vehicular movement. Based on the initial review, adequate utilities, access roads and other facilities currently exist.

Although the site is less than one acre and therefore not required to provide a stormwater management plan, the applicant is working with the Public Works Department to ensure that adequate drainage is provided for the entire development.

4. **Will adequately provide ingress and egress designed as to minimize traffic congestion in the public streets.**

According to the initial review, ingress and egress have been adequately provided. The applicant is also subject to Chapter 541 Off-Street Parking and Loading. The

development requires 18 parking spaces. The below-grade parking facility provides sixteen (16) parking spaces. The applicant proposes amenities on-site to promote alternative modes of transportation. The development includes covered bicycle parking and a covered bus shelter integrated into the design of the building. These amenities allow for a reduction of three parking spaces for net result of 15 required parking spaces.

As mentioned above, adequate measures are necessary to ensure that traffic congestion in the public street is minimized and conflict between pedestrians and vehicles is also minimized.

5. Is consistent with the applicable policies of the comprehensive plan.

The comprehensive plan designates this area as a Community Corridor and as a Neighborhood Commercial Node. The following is a description of Neighborhood Commercial Nodes:

- Neighborhood Commercial Nodes have usually developed at intersections and the intersection streets are often designated as Community Corridors. These nodes generally consist of traditional commercial storefront buildings and maintain a building typology that is appropriate for the surrounding residential neighborhood.
- Neighborhood Commercial Nodes are the small-scale service locations and focal points for the neighborhood. Their character is defined by the limited impact and scale of businesses operating in these locations. The uses operate with little impact such as the production of fumes or noise or negative aesthetics. These areas are generally pedestrian oriented in scale and design.

The following is a description of Community Corridors:

- These streets run through the city's many communities and connect neighborhoods, serve as a principal travel route for many residents and visitors and are almost always characterized by their limited mixed use.
- Commercial services do not overwhelm the character of the street, but they are normally clustered storefronts or services found along their lengths.
- Commercial uses, whether retail or services, are low intensity and do not create noise, significant traffic or disruption to neighbors by being open for extended hours of operation.
- Community Corridors are locations that support new residential development at medium density and increased housing diversity in our neighborhoods. They support limited commercial uses, which are measured against their impacts on residential character such as the production of fumes and noise.
- Design and development along these streets is oriented towards the pedestrians' experience.

The plan's policies regarding these areas does address this type of mixed-use development and building form. The policies are as follows:

- Restrict auto-oriented, industrial or manufacturing activities that generate significant vehicular traffic, noise or air-borne impacts on residential neighbors.
- Promote medium density residential development around the Neighborhood Commercial Node.
- Ensure that commercial uses do not negatively impact nearby residential areas.
- Facilitate the redevelopment of underutilized commercial areas and promote their reuse as infill development, such as office or housing, while maintaining neighborhood compatibility.
- Promote traditional urban form in terms of building siting and massing when undertaking new development.
- Promote transit stops and bicycle parking and storage in Neighborhood Commercial Nodes.
- Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic, reduced visual impacts, mitigated impacts on neighboring uses and shared use of parking facilities.
- Strengthen the residential character of Community Corridors by developing appropriate housing types that present variety and a range of affordability.
- Promote more intensive residential development along these corridors where appropriate.
- Require that street design for these corridors preserves and enhances the strong residential character and pedestrian orientation of these streets while maintaining the street's capacity to carry current volumes of traffic.
- Ensure commercial uses do not negatively impact nearby residential areas.

The proposal is consistent with the above listed characteristics of Neighborhood Commercial Nodes and Community Corridors. In addition, the development is consistent with the following policies regarding design and physical amenities. Those policies of the comprehensive plan include the following:

- Minneapolis will encourage reinvestment along urban corridors as a way of promoting growth in all neighborhoods.
- Orient new buildings to the street to foster safe and successful commercial nodes and corridors.
- Require street designs that provide automobile access and parking in keeping with the traditional urban form.

6. And, does in all other respects conform to the applicable regulations of the district in which it is located upon approval of this conditional use permit.

There is no minimum lot area required for the commercial use. The required minimum lot area for dwellings in the C1 zoning district is 1,500 square feet per dwelling or 5,000 square feet whichever is greater. The site area is 10,878 square feet. The lot area would permit 7.2 dwelling units. The project receives authorized density bonuses (548.130) for enclosed parking and for a mixed commercial-residential building. Each bonus allows a 20% increase in the maximum number of dwelling units. These bonuses allow 10.2 dwelling units for this development. In addition, the development receives an increase to the allowed maximum height of two and one-half (2.5) stories or 35 feet in height to three (3) stories or 42 feet in height. The development is three stories, 38 feet in height with a three-foot parapet. Permitted hours of operation are Sunday through Thursday from 6:00 a.m. to 10:00 p.m. and Friday and Saturday from 6:00 a.m. to 11:00 p.m. Proposed hours of operation for the retail uses area 8:00 a.m. to 10:00 p.m.

According to Table 543-2, the three proposed wall mounted signs are permitted. The applicant also proposes a projecting sign. This projecting sign is also permitted, but is limited to a four-foot extension from the building.

Recommendation for CUP:

The City Planning Department recommends that the City Planning Commission adopt the above findings and **approve** the conditional use permit for a mixed-use development based on the following condition(s):

1. An erosion control plan shall be reviewed and approved by Public Works prior to the issuance of any permits.
2. The parking facility shall incorporate a mirror and signal for exiting vehicles.
3. Signals that create noise shall be limited to the hours of 7:00 a.m. to 10:00 p.m.
4. A security system for access to the parking facility during late hours shall be provided.
5. A security system for access into the stairwells shall be provided.

VARIANCE FINDINGS AS REQUIRED BY THE MINNEAPOLIS ZONING CODE

Proposed Variance: To reduce the required, established front yard of eight (8) feet to zero feet to allow the building placement at the property line.

Zoning Code Section Authorizing the Proposed Variance: 525.520(1)

- 1. The property cannot be put to a reasonable use under the conditions allowed and strict adherence to the regulations of this zoning ordinance would cause undue hardship.**

The site does have unique characteristics. The site fronts on two public streets and is required to maintain two front yards along Xerxes Avenue and 50th Street. The required front yard setback would limit the amount of retail space and possibly the multiple uses at ground level. The amount of retail spaces proposed is allowed within the district. Further, the district promotes enclosed parking and multiple uses and stories, creating new storefront buildings in the commercial area.

- 2. The circumstances are unique to the parcel of land for which the variance is sought and have not been created by any persons presently having an interest in the property. Economic considerations alone shall not constitute an undue hardship if reasonable use for the property exists under the terms of the ordinance.**

As noted above, there are unique circumstances that exist on the site. The unique feature includes the two required front yards.

- 3. The granting of the variance will be in keeping with the spirit and intent of the ordinance and will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity.**

Based on a site visit conducted by staff, other properties within the commercial neighborhood node are built to the property line and up to the public sidewalk. Typically, traditional urban form promotes building to the street. In addition, corner properties should create emphasis at the high interest or significant intersection. The proposed building placement is consistent with the character of this intersection and neighborhood.

4. **The proposed variance will not substantially increase the congestion of the public streets, or increase the danger of fire, or be detrimental to the public welfare or endanger the public safety.**

The Department of Public Works conducted an initial review of the site plan. Their review indicated that there is no concern regarding traffic. The proposed curb cut will provide adequate ingress and egress and provides for an adequate distance from the intersection for appropriate sightlines. Further, three of the four existing curb cuts should help to control traffic at the intersection of 50th Street and Xerxes Avenue.

Recommendation of the Minneapolis City Planning Department:

The City Planning Department recommends that the City Planning Commission adopt the above findings and **approve** the variance application to reduce the required front yard.

VARIANCE FINDINGS AS REQUIRED BY THE MINNEAPOLIS ZONING CODE

Proposed Variance: To reduce the required side yard setback from nine (9) feet to four (4) feet to allow for a portion of the below-grade parking facility.

Zoning Code Section Authorizing the Proposed Variance: 525.520(1)

1. **The property cannot be put to a reasonable use under the conditions allowed and strict adherence to the regulations of this zoning ordinance would cause undue hardship.**

The applicant proposes below-grade parking. The portion of the building that sits within the required side yard (alley) will be located at grade level only. The required nine (9) foot setback would not allow an appropriate turning radius within the lower level parking area for access from the street to the parking area (please see attached basement plan). The district promotes enclosed parking. The required yard is, in part, established to maintain access to light, air and allow for privacy. As mentioned above, the setback is only reduced at grade. The wall from grade to the below-grade parking facility will not impact access to light and air. Further, this design limits access to the site via Xerxes Avenue. This design avoids congestion in the alley and negative traffic impacts on the residences on the block.

2. **The circumstances are unique to the parcel of land for which the variance is sought and have not been created by any persons presently having an interest in the property. Economic considerations alone shall not constitute an undue hardship if reasonable use for the property exists under the terms of the ordinance.**

As noted above, there are unique circumstances that exist on the site. The unique feature includes the two required front yards.

3. **The granting of the variance will be in keeping with the spirit and intent of the ordinance and will not alter the essential character of the locality or be injurious to the use or enjoyment of other property in the vicinity.**

Granting the side yard variance will not limit access to light and air because the setback is not reduced for the second and third stories. These stories will maintain the required setback. The reduced setback along the alley will not impact the ability to maneuver vehicles in the alley nor will alley traffic increase due to the reduced setback. The reduced setback should not alter the character of the vicinity.

4. **The proposed variance will not substantially increase the congestion of the public streets, or increase the danger of fire, or be detrimental to the public welfare or endanger the public safety.**

The Department of Public Works conducted an initial review of the site plan. Their review indicated that there is no concern regarding traffic. The proposed driveway from Xerxes Avenue will provide adequate ingress and egress and should eliminate additional traffic being directed to the public alley.

Recommendation of the Minneapolis City Planning Department:

The City Planning Department recommends that the City Planning Commission adopt the above findings and **approve** the variance application.

Required Findings for Major Site Plan Review

- A. The site plan conforms to all applicable standards of Chapter 530, Site Plan Review. (See Section A Below for Evaluation.)**
- B. The site plan conforms to all applicable regulations of the zoning ordinance and is consistent with applicable policies of the comprehensive plan. (See Section B Below for Evaluation.)**
- C. The site plan is consistent with applicable development plans or development objectives adopted by the city council. (See Section C Below for Evaluation.)**

Section A: Conformance with Chapter 530 of Zoning Code

BUILDING PLACEMENT AND FAÇADE:

- Placement of the building shall reinforce the street wall, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation.
- First floor of the building shall be located not more than eight (8) feet from the front lot line (except in C3S District or where a greater yard is required by the zoning ordinance). If located on corner lot, the building wall abutting each street shall be subject to this requirement.
- The area between the building and the lot line shall include amenities.
- The building shall be oriented so that at least one (1) principal entrance faces the public street.
- Except in the C3S District, on-site accessory parking facilities shall be located to the rear or interior of the site, within the principal building served, or entirely below grade.
- For new construction, the building façade shall provide architectural detail and shall contain windows at the ground level or first floor.
- In larger buildings, architectural elements shall be emphasized.
- The exterior materials and appearance of the rear and side walls of any building shall be similar to and compatible with the front of the building.
- The use of plain face concrete block as an exterior material shall be prohibited where visible from a public street or a residence or office residence district.
- Entrances and windows:
 - Residential uses shall be subject to section 530.110 (b) (1).
 - Nonresidential uses shall be subject to section 530.110 (b) (2).
- Parking Garages: The exterior design shall ensure that sloped floors do not dominate the appearance of the façade and that vehicles are screened from view. At least thirty (30) percent of the first floor façade that faces a public street or sidewalk shall be occupied by commercial uses, or shall be designed with architectural detail or windows, including display windows, that create visual interest.

The building would be located at the corner of 50th Street and Xerxes Avenue South. The building is proposed at the property lines, which would reinforce the street wall, maximize natural surveillance and visibility, yet allow for pedestrian access and circulation. The applicant has proposed amenities between the building and Xerxes Avenues including a bus shelter, which is integrated into the building design and the introduction of boulevard

trees between the building and 50th Street.

The building façade, along both public streets contains windows at eye level that meet the requirement to have windows on at least 30% of the first floor façade. This requirement for windows allows an increase in visibility into and out of the building and provides the opportunity for “eyes on the street”. The applicant has proposed one entrance along 50th Street and one entrance along Xerxes Avenue with a principal entrance on the corner that will face both public streets. Each entrance is identifiable from the public street, but the corner entrance is the most architecturally emphasized.

The exterior materials and appearance of the entire building are compatible on each façade. According to the developer, the building will be clad in fire resistive materials such as brick, stone and stucco. The developer commits to use these materials in a manner that will complement the historic buildings in the immediate area. The use of plain face concrete block is prohibited. The building is emphasized with features including awnings, large windows and recessed porches on the second level.

ACCESS AND CIRCULATION

- **Clear and well-lighted walkways of at least four (4) feet in width shall connect building entrances to the adjacent public sidewalk and to any parking facilities located on the site.**
- **Transit shelters shall be well lighted, weather protected and shall be placed in locations that promote security.**
- **Vehicular access and circulation shall be designed to minimize conflicts with pedestrian traffic and surrounding residential uses.**
- **Traffic shall be directed to minimize impact upon residential properties and shall be subject to section 530.140 (b).**
- **Areas for snow storage shall be provided unless an acceptable snow removal plan is provided.**
- **Site plans shall minimize the use of impervious surfaces.**

The site plan indicates that three of the four existing curb cuts on -site will be eliminated. The Department of Public Works indicates that the proposed access is adequate and is located at an appropriate distance from the intersection. The parking facility shall incorporate a mirror and signals for vehicles exiting the parking facility to promote awareness of pedestrians. Signals that create noises shall be limited to hours of 7:00 a.m. to 10:00 p.m. In addition, Planning suggests the use of continuous sidewalk material across the curb cut. There are pedestrian walkways (public sidewalks) that lead pedestrians to the entrances of the building.

According to the Zoning Administration Office, the site is required to provide 15 parking spaces. The basement plan shows 16 stalls are provided. The proposed spaces are appropriately dimensioned.

LANDSCAPING AND SCREENING

- The composition and location of landscaped areas shall complement the scale of the development and its surroundings.
- Not less than twenty (20) percent of the site not occupied by buildings shall be landscaped as specified in section 530.150 (a).
- Where a landscaped yard is required, such requirement shall be landscaped as specified in section 530.150 (b).
- Required screening shall be six (6) feet in height, unless otherwise specified, except in required front yards where such screening shall be three (3) feet in height.
- Required screening shall be at least ninety-five (95) percent opaque throughout the year. Screening shall be satisfied by one or a combination of the following:
 - A decorative fence.
 - A masonry wall.
 - A hedge.
- Parking and loading facilities located along a public street, public sidewalk or public pathway shall comply with section 530.160 (b).
- Parking and loading facilities abutting a residence or office residence district or abutting a permitted or conditional residential use shall comply with section 530.160 (c).
- The corners of parking lots shall be landscaped as specified for a required landscaped yard. Such spaces may include architectural features such as benches, kiosks, or bicycle parking.
- Parking lots containing more than two hundred (200) parking spaces: an additional landscaped area not less than one hundred-fifty (150) square feet shall be provided for each twenty-five (25) parking spaces or fraction thereof, and shall be landscaped as specified for a required landscaped yard.
- All parking lots and driveways shall be defined by a six (6) inch by six (6) inch continuous concrete curb positioned two (2) feet from the boundary of the parking lot, except where the parking lot perimeter is designed to provide on-site retention and filtration of stormwater. In such case the use of wheel stops or discontinuous curbing is permissible. The two (2) feet between the face of the curb and any parking lot boundary shall not be landscaped with plant material, but instead shall be covered with mulch or rock, or be paved.
- All other areas not governed by sections 530.150, 530.160 and 530.170 and not occupied by buildings, parking and loading facilities or driveways, shall be covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees.
- Installation and maintenance of all landscape materials shall comply with the standards outlined in section 530.220.
- The city planning commission may approve the substitution or reduction of landscaped plant materials, landscaped area or other landscaping or screening

standards, subject to section 530.60, as provided in section 530.230.

General Landscaping Requirements.

The general landscaping and screening requirements of Chapter 530 state that not less than 20% of the site not occupied by buildings shall be landscaped by providing at least one canopy tree for each 1,000 square feet, providing not less than one shrub for each two hundred square feet and that the remainder of the landscaped area shall be covered by grasses, plants, vines, shrubs or trees.

In viewing the landscaping plan, 61% (794 square feet of landscaping is proposed, only 259 square feet is required) of the site minus the building is landscaped. The areas of proposed landscaping include the following:

- The area between the building and public alley. This assists in creating appropriate transitions between the commercial and residential districts.
- The area between the building and 50th Street. This assists in promoting a pedestrian-friendly and human-scale streetscape environment.

The applicant has created large, well-placed contiguous planting areas. Based on the area of the site not occupied by building, three (3) shrubs are required, but no trees are required. The applicant has proposed three (3) trees and 150 shrubs. The applicant has met the landscaping requirements.

The applicant is subject to 530.190, all other areas not governed by the 530.150, 530.160 and 530.170 and not occupied by buildings, parking and loading or driving facilities or driveways, shall be covered with turf grass, native grasses or other perennial flowering plants, vines, mulch, shrubs or trees. The landscaping plan does comply with this requirement. The applicant has proposed landscaping to screen the mechanical equipment as required.

The applicant would be subject to 530.210 (planting material standards) and 530.220 (installation and maintenance of materials). According to 530.220(3), the maintenance and replacement of landscape materials shall be the responsibility of the applicant and/or property owner including the maintenance of the trees planted in the public right-of-way.

ADDITIONAL STANDARDS

- **Lighting shall comply with the requirements of Chapter 535 and Chapter 541. A lighting diagram may be required.**
- **Parking and loading facilities and all other areas upon which vehicles may be located shall be screened to avoid headlights shining onto residential properties.**
- **Site plans shall minimize the blocking of views of important elements of the city.**
- **Buildings shall be located and arranged to minimize shadowing on public spaces and adjacent properties.**

- **Buildings shall be located and arranged to minimize the generation of wind currents at ground level.**
- **Site plans shall include crime prevention design elements as specified in section 530.260.**
- **Site plans shall include the rehabilitation and integration of locally designated historic structures or structures that have been determined to be eligible to be locally designated. Where rehabilitation is not feasible, the development shall include the reuse of significant features of historic buildings.**

The lighting is subject to 535.110, 535.590, 541.340 and 541.570. A lighting plan shall be submitted for review and approval. The applicant shall provide a snow removal plan or indicate a location on the site that will accommodate the amount of snow generated for the sidewalks.

The below-grade parking eliminates the impact of vehicular lights onto adjacent residential properties. The building should not impact significant views of the city. The building will create shadows beyond what is typically seen at the current site because the existing site contains a one-story building. The site and building promotes CPTED principles by maximizing the amount of windows at ground level and appropriate lighting throughout the site. Lights shall not shine into adjacent residential properties, this of particular concern along the alley side of the building. In addition, a security system should be installed during late hours to control access into the garage for the apartment users only and a security system should be installed to control access to the stairwells.

Section B: Conformance with Other Zoning Code Provisions/Comprehensive Plan

The following implementation and policy statements from The Minneapolis Plan are important to understand why the site plan review standards are in place:

- Buildings should retain a traditional urban form in its siting, massing and relationship to the public streets.
- Through various improvements, which include landscaping, building placement, windows, screening and pedestrian access points, businesses should lessen any negative impacts on the surrounding areas.

Recommendation

The City Planning Department recommends that the City Planning Commission adopt the above findings and **approve** the site plan review based on the following condition(s):

1. Continuous sidewalk shall be provided over the curb cut on Xerxes Avenue.
2. The applicant is subject to 530.210 (planting material standards) and 530.220 (installation and maintenance of materials).
3. The applicant shall provide a lighting plan for approval prior to the issuance of building permits.
4. The applicant shall provide a snow removal plan or snow storage area on-site shall be provided.
5. The Planning Department shall review and approve final site, landscaping and elevation and floor plans prior to the issuance of any permits.
6. If estimated site improvements exceed \$2000, a performance bond of 125% of the

- estimated costs shall be provided prior to the issuance of any permits.
7. All site improvements shall be complete by October 30, 2003, unless as authorized by the Zoning Administrator or the permit may be revoked for non-compliance.